









Capt. Deane—Certain members of the Board are officers of the Government, but I do not see why we should elect them another.

The Chairman said the work of the Sub-committee would not come into operation until sanctioned by the whole Board. He thought that in appointing sub-committees they should not consider the question of official or unofficial.

Mr. Francis—It is just as well to understand clearly whether the members of the Board are to be in the same position or not as non-official members of the Legislative Council.

The Chairman—Certainly, I think we can all express our opinion without fear or favour.

Mr. Francis—I am satisfied.

The Chairman—As far as I am concerned I do not know of any pressure being put on the Board of this description. I am here as President of the Board, and I intend to act without fear or favour.

Mr. Francis—I am quite satisfied.

The Chairman—The next thing we have to consider is the framing of by-laws.

Mr. Francis suggested that they should proceed at once, exclusively with sections 1, 2, and 3.

The Chairman—We have had reference to the sanitation of dwellings and lower over questions, of sub-soil drainage, construction of drains &c. till afterwards. Some questions such as the construction of drains might be left to the industrial department. But we must go into the question of private house drains they must first know whether the main drains were proper. Evidence must also be put before them as to what was the best method of construction, trapping and ventilation, as there were half a dozen methods in existence. Without having a proper report on these questions they could not proceed.

Capt. Deane suggested that the sections should be divided into three heads—engineering, medical, general.

Mr. Francis argued that the Sections he referred to, as most pressing, should have precedence.

Mr. Price said that sections 1, 2 and 3, relating to drains, were equally important.

Mr. Francis thought that in the present state of the Colony, when 40 deaths were occurring per day, such questions as the maintenance of public latrines, scavenging, disposal of night-soil &c. should have precedence.

The Chairman said the condition of affairs had been greatly exaggerated. The number of deaths on the 17 was 24, on the 18th, 22, on the 19th, 19, on the 20th, 17, and on the 21st, 15. There had been a great deal of talk on this matter making a scare in the Colony which was wholly unnecessary.

Mr. Francis—I can only say that the Registrar General mentioned to me as a member of the Board there were forty deaths one day.

The Chairman—Oh, the Registrar General wrote to me one day that there were eighty deaths.

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Mr. Francis said the Sanitary Surveyor should not have the duties of inspector of buildings added to the duties under the Board.

Dr. Ho Kai—He was taken out for a special purpose.

The Chairman said notice would have to be given of this matter for next meeting.

A letter was read which Mr. Ho Kai had written, suggesting the closing of public wells, that the people should be warned against getting into the wells, drinking water not boiled, and instructions how to act until medical men were got.

The Chairman said they could not act until they had got the by-laws.

A letter was read from the Colonial Secretary stating that Mr. McCallum had received the sanction of the Secretary of State to visit London, Liverpool, Birmingham, Edinburgh, Glasgow, Dundee, Aberdeen &c. to study their systems of sanitation, travelling expenses for two months were to be paid by the Colony.

The Board adjourned to this day week.

#### ANGLOPHOBIA IN SAIGON.

(From a Special Correspondent.)

Saigon, 14th June, 1898.

When the creation of an institution of any kind is decided upon by a Government, when the foundation stone of such an institution is the earnest desire, on the part of the local authorities, to enhance the prosperity of the country and to promote the general welfare of its mercantile community at large, no sensible man will ever attempt to express his discontent at such a decision, although it may perhaps, in some of its details, prove eventually detrimental to his own individual interests.

When, on the other hand, an institution is created, not for the purpose, as it is fallaciously alleged in the present instance, of encouraging and fostering its own national trade and increasing the revenues of a country, already in the very height of prosperity, but simply and solely for the purpose of feeling jealous and envious, and with the evident object in view, of every possible way, thwarting a trade which has hitherto materially contributed towards the progress of local commerce and industry, then, I think, we are perfectly justified in protesting, as the utmost of our power against measures, most decidedly unbecoming the dignity of a civilized nation.

It is generally acknowledged that, some twelve or eighteen months ago, the trade of this thriving port of Saigon was flourishing. Commercial transactions of every description, either in import or export, were easily and promptly effected. Merchants and traders, in their mutual dealings, derived their respective advantages without the slightest hindrance. The shipmaster entered his vessel, discharged his cargo, loaded again, cleared and sailed or steamed out of port, without having to cross a single stumbling block on his way. Such was the golden age of the trade of Saigon, before the tariff des denrées, as they are pleased to designate this marvellous boon of contention, was put into force.

Would any one venture to say, as much under the present regime, that the commerce of this really disintegrating port, the rapid fall recorded in the trade returns of this colony, and this gloomy state of things is mainly due to the vexatious system, lately introduced by Government, of levying duty, particularly on imported goods?

Whatever may be said or done to the contrary, it is a well-known fact that French industry will never cope with that of the United Kingdom; and, as I have just said, it is only to a mere scum of inferior goods, and second-hand articles, that the produce of British factories can be traced the origin of this worthy institution.

Not satisfied with having already struck a death-blow to the commercial prosperity of the country, our Colonial Government deemed it advisable to infuse new blood into the stagnant commerce of the port, by the importation of an official from the metropolis, the view of increasing the amount of vexatious trouble and annoyances already inflicted upon our local merchants and traders. This gentleman, known as Monsieur Le Comte de M., late of the Customs Department of Marseilles, probably in full possession of his wits, and with instructions as to the best plan to be adopted in carrying out the views of his paternal Government, has, since his arrival, literally turned everything topsy-turvy, to make use of a common expression. All the rules of the department of Marseilles, which have been in force at the port of Saigon, have been cancelled and fresh ones substituted in their stead, much to the discomfort and annoyance of the public at large.

Monsieur M., doubtless very anxious to display his zeal, seems bent upon introducing here the same rules and regulations as those in force at the Customs Department of Marseilles. He affects to ignore the vast difference which exists in the customs and habits of the two countries, between which, although under the same flag, there is not the slightest similarity or affinity whatever. The ultimate result of this is, that the port of Saigon is now a veritable chaos, and, as a consequence, it is not only impossible to do business, but it is also impossible to do anything but to suffer.

Mr. Francis said he had no objection to add to the sections he had enumerated numbers 17, 18 and 20.

Dr. Ho Kai then seconded Mr. Francis' motion.

Captain Deane moved an amendment that the sections referred to, instead of being referred to a sub-committee to form by-laws.

Dr. Cantlie moved, also as an amendment, that the sections be grouped, that a sub-committee be appointed to deal with each group.

Mr. Francis said he simply put it that it seemed to him necessary in the interests of the Colony that by-laws for the sections he had referred to should be published and put into execution as quickly as possible.

Dr. Cantlie withdrew his amendment.

The Surveyor General said that before the meeting was asked to express an opinion on the motion he should like to frame a protest against any plan as that proposed.

He excluded sections 1, 2 and 3 which he said were of the utmost importance. He totally dissented from the views expressed by the mover of the motion and he should be very sorry indeed the Board should commit itself to a proposal which would regulate the consideration of numbers 1, 2 and 3 to the future.

Dr. Cantlie—Perhaps, Mr. Francis will agree to withdraw the last clause of his motion (Laughter).

Mr. Francis—No, that is the whole point.

Mr. Humphreys said he thought the idea of the prevalence of sickness to any alarming extent had been rebutted at all events.

The Chairman said there were no doubt exceptional cases, as there were at different seasons of the year, but he thought Dr. Cantlie would agree with him that it was purely climatic and that the cold and wet weather had done more to say to it than anything else.

Mr. Francis' motion was then put to the meeting but was only supported by Dr. Cantlie in addition, to the mover and seconder, and was outvoted by 6 to 3.

After considerable discussion the following Committee were appointed to consider clauses 1 and 3—Messrs. Price, Edie and Humphreys; and to consider clauses 4, 5,

6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Franché, their final destination, where they were opened, examined and found to be free of the tariff by the Customs authorities of the place. Against such a system, there was certainly no reason to complain.

But let us see what we have now for our tariff. Under the reign of terror of Monsieur M., we may well exclaim, "Vive la mort!"

In order to put forward my illustration, I will take for instance, by one of our merchants, of a certain number of packages containing pieces of goods and intended for shipment to Hong Kong. Instead of the simple receipt, which was formerly alluded to, the one to be submitted, under existing orders, must contain (besides marks, numbers, valuation, destination &c. &c.), the gross weight of each package, the number of pieces of goods contained in each package, the weight, length and breadth of each piece of cloth, and a multitude of other particulars, one more absurd and preposterous than the other, which at present entirely escape my untrained memory.

It is invariably happens, the transitional consignee of these goods at Saigon, in ninety-nine cases out of a hundred, is never in possession of these superfluous details. He naturally follows that, under this despotic system, to make use of a mild expression, the merchant finds himself under the necessity of deputing a Special Agent on board the vessel laden with these goods. These packages, which are anything but the property of the consignee, are opened and examined in order to obtain the particulars required, as stated above, and to submit them subsequently to this high dignitary of State, who considered it incumbent upon his exalted official position to create such an unnecessary amount of vexatious trouble and annoyances. The Agent then returns ashore, leaving behind the packages opened to the tender mercies of prowlers and the chapter of accidents. Here the duties are made and the packages are then landed in the same condition, as to establish beyond the shadow of a doubt the correctness of the declaration just made by such transshipping agent. It is then, and only then, that the transshipment is allowed to be completely effected.

Now, Monsieur M., may I well thank him for not being alone in the discharge of his proscribed duties; for he is ably and zealously assisted by a satellite, Monsieur G., well known for his hatred of the English nation, who never will or can forgive France for her inability to beat the great and commercial enterprise, and who therefore invariably tries to throw as many obstacles as he possibly can in the way of the English Merchant who has at times business to transact directly with the Customs Department, in cases where the presence of this French official is very well justified by that of his antagonist.

His evidence is proverbial. In some instances, his behaviour and general deportment towards English gentlemen are, I am told, so void of all respect and dignity, as to shock even the feelings of his own countrymen. He is a man of the world, the services of such a character would soon be dispensed with; but here apparently Government is not so very particular. Nothing and everything is supposed good enough for us, as long as we accept unreservedly all the favours bestowed upon us.

As far as my own private opinion goes, I may safely say that this feeling of animosity against the English nation, which appears to burn so vividly in the heart of this patriotic Frenchman, was increased tenfold by a certain incident which had only a national and a purely selfish character.

The idea of the refund of a profit-making sale, which Government had recently made to a well-known English firm of this port, who had been made to pay an excess of duty upon certain goods which were in the hands of a French agent.

This circumstance, which is of itself a matter of the classic variety in vogue occasionally in the Customs Department of Saigon, and which your contemporary, the Straits Times of Singapore, refers to, in an elaborate leader, which appeared in its issue of the 11th inst., is a matter of fact, as far as I remember, of the latter part of last year, or early in the present year.

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TAKING CARGO AND PASSENGERS  
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UNITED STATES, AND EUROPE,  
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THE British Steamship **ABERDEEN**,  
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Commander, will be despatched for VAN-  
COUVER, B.C., and SAN FRANCISCO,  
via FOOCHOW, KOBE and YOKOHAMA,  
on MONDAY, the 23rd June, at 5 p.m.  
To be followed by the S.S. **ARYSSINIA**,  
on the 12th July.

Connection will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with Pacific Coast  
points, by the regular Steamers of the  
PACIFIC COAST STEAMSHIP COMPANY and  
other Steamers.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of Steamers.

First-class Fare granted as follows:—  
To Vancouver & Victoria, Mex. \$150.00  
To San Francisco, " " 175.00  
To all common points in Can-  
ada and the United States 230.00  
To Liverpool " " 300.00  
To London " " 305.00

To other European ports at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese and Japanese  
Customs, to be obtained on application.

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destined to points in the United States,  
should be sent to the Company's Office,  
addressed to Mr. D. B. BROWN, District  
Freight Agent, Vancouver, B.C.

Freight will be received on board until  
4 p.m. on the 20th June.

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and should be marked to address in full,  
and the same will be received by us until  
5 p.m. the day previous to sailing.

For information as to Passage or Freight,  
apply to

ADAMSON, BELL & Co.,  
Agents.

Hongkong, June 20, 1888. 1014



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SINGAPORE, PENANG,  
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AND LONDON:

ALSO,  
MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, TRIESTE,  
HAMBURG, NEW YORK AND  
BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PRINCIPAL AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
**YAPPAU**, Captain S. F. Cole, with  
Her Majesty's Mail, will be despatched  
from this for LONDON direct, via SUEZ  
CANAL and usual Ports of Call, on  
SATURDAY, 30th June, at Noon.

Cargo will be received on board until  
4 p.m.  
Parcels and Specie (Gold) at the Office  
until 4 p.m. the day before sailing.

For further Particulars regarding  
FREIGHT AND PASSAGE, apply to the  
PRINCIPAL AND ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.  
Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Black Bill of Lading.

Passengers desirous of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.

E. L. WOODEN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, June 19, 1888. 1007

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **CITY  
OF PEKING** will be despatched  
for San Francisco via Yokohama on  
SATURDAY, the 30th Instant, at 3 p.m.,  
taking Passengers and Freight for Japan,  
the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havanna, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of Steamers.

First-class Fare granted as follows:—  
To San Francisco " " \$200.00  
To San Francisco and return " 350.00  
To Liverpool " " 325.00  
To London " " 330.00

To other European points at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa), within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m., same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agent of the  
Company, No. 50A, Queen's Road Central.

O. D. HARMAN,  
Agent.

Hongkong, June 9, 1888. 941

## Mails.

NORDDEUTSCHER LLOYD.  
NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
BRINDISI, GENOA, ANTWERP,  
BREMER & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS:

ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LEGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON THURSDAY, the 5th day of July,  
1888, at 9 a.m., the Company's  
Steamship **SAHSEN**, Capt. A. JAGGER,  
with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this port as above,  
calling at Genoa.

Shipping Orders will be granted till  
Noon, Cargo will be received on board  
until 4 p.m., Specie and Parcels until 3  
p.m. on the 4th July, 1888. (Parcels are  
not to be sent on board; they must be  
left at the Agent's Office). Contents and  
Value of Packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewards.

For further Particulars, apply to

MELCHERS & Co.,  
Agents.

Hongkong, June 9, 1888. 946

## Intimations.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR

RUNS DAILY as a FERRY BOAT between  
Poddar's Wharf and Tai-Tai-Tai at the  
following hours:—This Time Table will  
take effect from the 1st June, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.

6.00 A.M. 6.50 A.M.

6.45 " 7.00 "

7.30 " 7.45 "

8.00 " 8.15 "

8.45 " 9.00 "

9.15 " 9.30 "

9.45 " 10.00 "

10.15 " 10.30 "

10.45 " 11.00 "

12.15 P.M. 12.30 P.M.

1.30 " 1.45 "

2.00 " 2.15 "

2.30 " 2.45 "

3.00 " 3.15 "

4.15 " 4.30 "

4.50 " 5.10 "

5.25 " 5.40 "

6.00 " 6.15 "

6.45 " 7.00 "

7.15 " 7.30 "

7.45 " 8.00 "

8.15 " 8.30 "

8.45 " 9.00 "

9.15 " 9.30 "

9.45 " 10.00 "

10.15 " 10.30 "

10.45 " 11.00 "

11.15 " 11.30 "

11.45 " 12.00 "

12.15 " 12.30 "

12.45 " 1.00 "

1.15 " 1.30 "

1.45 " 2.00 "

2.15 " 2.30 "

2.45 " 3.00 "

3.15 " 3.30 "

3.45 " 4.00 "

4.15 " 4.30 "

4.45 " 5.00 "

5.15 " 5.30 "

5.45 " 6.00 "

6.15 " 6.30 "

6.45 " 7.00 "

7.15 " 7.30 "

7.45 " 8.00 "

8.15 " 8.30 "

8.45 " 9.00 "

9.15 " 9.30 "

9.45 " 10.00 "

10.15 " 10.30 "

10.45 " 11.00 "

11.15 " 11.30 "

11.45 " 12.00 "

12.15 " 12.30 "

12.45 " 1.00 "

1.15 " 1.30 "

1.45 " 2.00 "

2.15 " 2.30 "

2.45 " 3.00 "

3.15 " 3.30 "

3.45 " 4.00 "

4.15 " 4.30 "

4.45 " 5.00 "

5.15 " 5.30 "

5.45 " 6.00 "

6.15 " 6.30 "

6.45 " 7.00 "

## Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,  
TENTH YEAR.

THIS Review, which was intended to meet  
the wants of many students of Chinese  
caused by the discontinuance of 'Notes and  
Queries on China and Japan,' has reached its  
fourteenth volume. The Review discusses  
these topics which are of interest to the  
minds of students of the 'Far East' and  
about which every intelligent person con-  
nected with China or Japan is desirous of  
acquiring trustworthy information. It in-  
cludes many interesting Notes and original  
papers on the Arts, Sciences, Ethnology,  
Folklore, Geography, History, Literature,  
Mythology, Natural History, Antiquities,  
Social Manners and Customs, etc., etc.,  
of China, Japan, Mongolia, Tibet, and the  
Far East generally. Recently a new de-  
partment has been taken, and the Review now  
discusses papers on Trade, Commerce, and  
Descriptive notes of Travel, by well-known  
writers. It was thought that by extending  
the scope of the Review in this direction,  
the Magazine would be made more generally  
useful.

The Review department receives special  
attention, and endeavours are made to  
present a careful and concise record of  
Literature on China etc., and to give  
critiques embodying sketches of the most  
recent works on such topics. Authors and  
Publishers are requested to forward works  
to the Editor, China Review, care of China  
Mail Office.

The Notes and Queries are still continued  
and form an important means of obtaining  
from and diffusing among students know-  
ledge on obscure points.

The Correspondents' column also affords  
further and greater facilities for the inter-  
change of views and discussion of various  
topics.

Original contributions in Chinese, Latin,  
or any of the Modern Languages are re-  
ceived. The papers are contributed by the  
members of the various Consular, the Im-  
perial Customs, and Hongkong Services,  
and also by the Missionary bodies among  
whom a high degree of Chinese scholarship  
is assiduously cultivated. Amongst the  
regular contributors are Drs. Chalmers,  
Eitel, Deuchschneider, and Hirth, Professor  
Legge, and Messrs. Ballou, Watters, Stent,  
Phillips, MacIntyre, Gros, Jansen,  
Faber, Kopsch, Parker, Prynne, Giles,  
Piton, and Taylor, all well-known names,  
indicative of sound scholarship and thorough  
mastery of their subject.

The Subscription is fixed at \$5.00 per  
annum, postage included—payable in ad-  
vance.

Orders for binding volumes will be  
promptly attended to; Address: 'Man-  
ager, China Mail Office.'

OPINIONS OF THE PRESS.  
'All our learned societies should sub-  
scribe to this scholarly and enterprising Re-  
view.—Northern Christian Advocate (U.S.).'  
'The China Review \*\*\* has an ex-  
cellent table of contents.—Cathartic Empire.'

'The Publication always contains a subject  
of interest to sojourners in the Far East and  
the present issue will hold favourably if not  
advancing comparison, with preceding  
numbers.—Celestial Empire.'

'This number contains several articles  
of interest and value.—North-China Herald.'

'The China Review for September-October  
fully maintains the high standard of  
excellence which characterises that publi-  
cation, and altogether forms a very  
interesting and readable number. Me-  
morologists will find an interesting and  
valuable contribution by Dr. Eitel, on  
"the Amount of Precipitation (Rain  
and Snow) of Peking," showing the results  
of observations made at the Imperial Rus-  
sian Observatory at Peking, from 1841 to  
1880. "Notes on the Dutch Occupation  
of Formosa," by Mr. Geo. Phillips, contains  
some interesting information, although  
much of it is second-hand. The Notices of  
New Books include a most generous and  
appreciative review of "The Divine Classic  
of Man-Hua," and the Notes and Queries  
are as usual very interesting.—North-China  
Daily News.'

'A substantial and reliable Review which  
all students of China and the Chinese would  
do well to patronize.—Chrysanthemum.'

'The November-December number of  
the China Review contains less variety than  
usual, but the few articles are very interest-  
ing. The opening paper, by Mr. Herbert  
A. Giles on "The New Year Festival in Chi-  
na," treats of a question that must neces-  
sarily be of great importance in the eyes  
of all missionaries. . . . Mr. E. H.  
Parker's "Short Journeys in Szechuen"  
are continued, and a goodly installment of  
these travels, the gem of Chinese litera-  
ture. Mr. F. E. Ballou contributes a  
paper of some length entitled "The Em-  
peror Cheng, founder of the Chinese Em-  
pire," which will be read with genuine  
interest by students of Chinese history.

A few short notices of New Books and  
a number of Notes and Queries, one of which  
on "The Chinese Goal in Western Europe  
and Java" might appropriately have been  
placed under a separate heading, complete  
the number.—H.K. Daily Press.

Trübner's Oriental Record contains the  
following notice of the China Review:—  
The present publication, judging by the  
number now before us, is destined to oc-  
cupy a position, as regards China and the  
neighbouring countries, some what similar  
to that which has been filled in India by the  
Calcutta Review. The great degree of at-  
tention that has been bestowed of late years  
upon the investigation of Chinese literature,  
antiquities, and social developments, to say  
nothing of linguistic studies, has led to the  
accumulation of important stores of infor-  
mation, rendering some such channel of pub-  
licity as is now provided extremely desir-  
able, and contributions of much interest  
may fairly be looked for from the members  
of the foreign consular services, the Chinese  
Customs' corps, and the missionary body,  
among whom a high degree of Chinese  
scholarship is now assiduously cultivated,  
and who are severally represented in the  
number of the Review by papers highly  
creditable to their respective authors.

Some translations from Chinese novels and  
plays are marked by both accuracy and fresh-  
ness of style; and an account of the career of  
the Chinese poet-statesman of the eleventh  
century, Su Tung-p'o, by Mr. E. O. Bowra,  
is not only historically valuable, but is also  
distinguished by its literary grace. Besides  
notices of new books relating to China and  
the East, which will be a useful feature of  
the Review, if carried out with punctuality  
and detail, we are glad to notice that  
'Notes' and 'Queries' are destined to find  
a place in its pages also. It is to be  
hoped that this device for contributions on  
Chinese subjects may evoke a similar  
degree of literary zeal to that which was  
displayed during the lifetime of its prede-  
cessor in the field, and that the China Review  
may receive the support necessary to insure  
its continuance.

Mr. Andrew Wind,  
News Agent, &c.,  
21, PARK ROW, NEW YORK;  
is authorized to receive Subscriptions,  
Advertisements, &c., for the China Mail,  
Overland China Mail, and China Review.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. & O. Co.'s Office.  
5. From P. & O. Co.'s Office to Poddar's Wharf.  
6. From Poddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to North Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers						
Aberdeen	Brit. str.	2370	June 11	Adamson, Bell & Co.	Vancouver	25th inst.
Albany	Brit. str.	1750	June 10	Mitsui Bussan Kaisha	Shanghai	To-day
Amoy	Ger. str.	815	June 20	Siemens & Co.	Shanghai	To-day
Angus	Ger. str.	2077	June 20	Adamson, Bell & Co.	Hoihow, &c.	To-morrow
Antonia	Ger. str.	306	June 20	Wielor & Co.	Amoy	To-day
Balmores Brook	Brit. str.	2000	June 21	Russell & Co.	Amoy	To-day
Bantam	Dutch str.	1434	June 17	Jardine, Matheson & Co.	Xokohama & Kobe	To-morrow
Cassandra	Ger. str.	1096	June 19	Siemens & Co.	Manila	To-day
Cassiope	Brit. str.	1000	June 19	Adamson, Bell & Co.	Haiphong	To-morrow
Dafila	Brit. str.	635	June 17	Ban Ho Hong	Haiphong	To-morrow
Freya	Dan. str.	419	June 17	Arnhold, Karberg & Co.	Newchwang	To-morrow
Hailong	Brit. str.	783	June 19	Douglas Steamship Co.	Swatow & Bangkok	23rd inst.
Haiphong	Ger. str.	1122	June 19	Siemens & Co.	Taipei	To-morrow
Haver	Ger. str.	388	June 21	Siemens & Co.	Taipei	To-morrow
Kwang Lee	Chi. str.	1508	June 21	C. M. S. N. Co.	Taipei	To-morrow
Lee Sang	Brit. str.	1092	June 20	Jardine, Matheson & Co.	London & Rangoon	23rd inst.
Marcia	Brit. str.	1050	June 18	Yuen Fat Hong	Nagasaki	To-day
Marie	Brit. str.	704	June 19	A. A. R. Marty	Nagasaki	To-day
Palawan	Brit. str.	517	June 18	Hop Hing Hong	Nagasaki	To-day
Para Chom Kiao	Brit. str.	1012	June 18	Yuen Fat Hong	Nagasaki	To-day
Pilot Fish	tug.	101	Sept. 27	H. K. & W. Dock Co.	Nagasaki	To-day
Repositis	Brit. str.	1387	June 14	Adamson, Bell & Co.	Saigon	To-morrow
Tobean	Brit. str.	1671	June 20	P. F. & O. S. N. Co.	London v. Saporo	23rd inst.
Tetartion	Ger. str.	1587	June 16	Takasima Colliery	Nagasaki	To-day
Valer	Ger. str.	636	June 12	Edward Schellhaus & Co.	Nagasaki	To-day